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**Date:** June 20, 2017

**GBCG Correspondence:** 2017-006

**Subject:** Single Engine Airtanker Intent and Direction within the Great Basin Geographic Area

**Issue:** The purpose of this document is to provide consistent intent and direction for Single Engine Airtanker (SEAT) ordering, dispatching, and demobilization within the Great Basin Geographic Area in concert with the Great Basin Coordination Center (GBCC) and local dispatch centers.

**Background:** Nationally, there will be up to 33 On-Call SEATs contracted and funded using preparedness funding. Each Geographic Area has been assigned an allocation of SEATs, along with project inspectors to manage the individual SEAT contracts.

The following direction applies only to DOI nationally funded On-Call SEATs.

**Allocation and Overview:**

- SEATs are national resources allocated to each Geographic Area. The Great Basin Geographic Area further allocates SEATs within the Great Basin states. Initially, there are 4 SEATs assigned to Idaho, 6 SEATs assigned to Nevada, and 4 SEATs assigned to Utah.
- The hosting unit will provide the personnel necessary to support each aircraft.
- When a SEAT is assigned to a local unit, a Preposition Charge Code will be provided by the GBCC that can be used to support the aircraft (this includes additional SEAT base staffing, relief pilots, and drivers necessary to meet agency policy and contract requirements).
- Units should consult the [Recommended Best Practices Minimum Staffing Levels for Operations at SEAT Bases](#) document for recommended staffing levels.
- Home unit designation in ROSS does not imply local ownership or control of the aircraft.
- The BLM State Aviation Managers (SAM) will work with agency duty officers and the GBCC to assign and distribute aircraft within the Great Basin Geographic Area.

**Mobilization:**

- Aircraft will be dispatched to local incidents as needed by the local dispatch center.
- If the aircraft is not currently working an incident they **must** be dispatched upon request by the GBCC or neighboring dispatch center.
- **Permission is not required** from the hosting unit duty officer before dispatching the aircraft at the request of the GBCC or neighboring dispatch center. A courtesy call to the hosting unit duty officer should be made **after** dispatching the aircraft.

- Movement of SEAT support vehicles will be a strategic decision made on a case by case basis. Conflicts will be adjudicated by the State Aviation Managers and the GBCC.

**Demobilization:**

- Upon completion of an incident assignment, SEATs will be released to the dispatch center managing the current incident per the Great Basin Mobilization Guide.
- The local dispatch center will coordinate with the GBCC as to the release location or other instruction on reassignment.
- The GBCC will coordinate with the respective SAM(s) on the redistribution or reassignment within the Great Basin Geographic Area. Reassignment of SEATs home unit in ROSS will be a strategic decision between the GBCC and the SAM(s).

**Other SEAT Orders:**

- Units may order additional On-call SEATs to meet severity or other immediate needs. These aircraft will be paid for utilizing severity, incident, or other funding mechanisms.

**Additional points:**

- Hosting unit duty officers should have no expectation that SEATs will return to the original location at the end of shift.
- SEATs will be sent as requested and available to an active fire and not held by the hosting unit for anticipated fires.
- If the hosting unit requires a SEAT after the original aircraft is dispatched, additional aircraft should be ordered following normal dispatch procedures.
- Units should not rely solely on ROSS to determine current aircraft commitments.
- SEATs are initial attack resources and should be made primarily available for IA. The aircraft should not be committed to ongoing fires for long periods of time.
- The rapid response of SEATs is a critical tool for initial attack effectiveness and efficiency, including those responses outside of the host dispatch area.
- SEATs should be ordered early in the day to maximize effectiveness.

Please contact the BLM State Aviation Managers with questions: Idaho: Mike Reid at 208-373-3853; Utah: Cameron Dingman at 801-539-4241; Nevada: Alec Goicoechea at 775-748-4023 and Arizona: Darrin Mathis at 602-417-9308.



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6/20/17  
Date